

COUNTRY	East Germany	REPORT	
TOPIC	Grossenhain Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			
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REFERENCES			
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REMARKS			
		This is UNEVALUATED Information	

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1. Air activity observed at Grossenhain airfield from 23 February through 21 March included:
- 23 and 24 February. No air activity was observed in mostly cloudy weather.
- 25 February. In the afternoon, individual MiG-15s without auxiliary fuel tanks made local training flights. One MiG-15 practiced aerobatics.
- 26 February. Misty weather prevailed in the morning. In the afternoon, after it had cleared up, there was heavy flying by MiG-15s fitted with auxiliary fuel tanks. Flying in formations of two was also observed, the interval between the two planes being two wing-spans. The two planes of the formation would take off and land at an interval of about 300 meters. About 5 p.m., 12 MiG-15s were parked in the center of the landing field.
- 27 February. From 1:20 to 6 p.m., MiG-15s with and without auxiliary fuel tanks practiced formation flying in groups of four and six, partly at great altitudes. About 4:30 p.m., 28 MiG-15 and type 29 aircraft were parked in the center of the landing field, 3 others in front of the aircraft revetments on the west side of the installation.
- 28 February. From 1 to 7:30 p.m., MiG-15s flew individually and in formations of 2 and 5. Formation flying was carried out at a high altitude with vapor trails showing. From 5:30 to 6 p.m., a MiG-15 practiced aerobatics.
- 1 March. Between 2 and 3 p.m., a MiG-15 fitted with auxiliary fuel tank practiced flying.
- 2 March. From 11 a.m. to 6 p.m., formation flying in groups of four was practiced. The planes involved took off and landed individually. About 4:30 p.m., 26 MiG-15s were parked in the middle of the field, 6 others at other places of the installation, and a formation of 4 MiG-15s was aloft. There was a 3/10 overcast at an altitude of about 1,200 meters and good visibility.
- 3 March. From 2 to 4 p.m., a total of about 20 MiG-15s fitted with auxiliary fuel tanks made 20-minute training flights at a low altitude. Weather was 2/10 overcast at an altitude of about 800 meters.
- 4 March. About 2:15 p.m., a MiG-15 fitted with an auxiliary fuel tank took off. After landing, the plane taxied to the hangars, where it refuelled from tank truck. Subsequently the fuel truck proceeded to the fuel dump in the northwestern corner of the installation. Then the engine of the MiG-15 was started by means of a two-axle starter carriage pulled by two men. The plane took off again without change of its crew. The same procedure was observed with a MiG-15. It rained in the morning but the weather cleared up in the afternoon.

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5 March. From 11 a.m. to 4 p.m., MiG-15s practiced formation flying in groups of four and six. From 3 to 3:30 p.m., a MiG-15 practiced aerobatics. About 4:30 p.m., a total of 38 MiG-15s was observed at the field. Weather was 4/10 overcast at an altitude of about 1,500 meters.

7 March. No air activity was observed. The weather was cloudy with intermittent rain and snow.

9 March. No flying was observed. There was a dense fog.

10 March. From 8:30 a.m. to 4 p.m., MiG-15s made individual local training flights. There was a 2/10 overcast at an altitude of 1,200 meters.

11 March. In the morning, a biplane was observed flying.

12 March. After the weather cleared up about 11 a.m., MiG-15s fitted with auxiliary fuel tanks made local training flights.

13 March. From 2 to 5 p.m., MiG-15s fitted with auxiliary fuel tanks flew individually and in formation. Two planes would take off at intervals of 90 seconds.

14 March. Formation flying in groups of two and four was practiced, the interval between two planes being 40 meters. A biplane and a high-wing monoplane were also observed flying. About 7:30 p.m., 32 planes were observed at the field. There was a 3/10 overcast at an altitude of about 1,000 meters.

15 March. About 11 a.m., a formation of two planes took off.

16 March. From 11 a.m. to 3 p.m., individual planes made 30-minute training flights in fair weather.

17 March. Individual flying and flying in groups of two was practiced. Flights from 10 to 40 minutes duration were made.

18 March. From 8 a.m. to 2 p.m. heavy flying by MiG-15s was observed. The planes flew either individually or in groups of two. About 6 p.m., 38 MiG-15s and type 29 planes were parked at the field. The weather was fair.

19 March. Heavy individual and formation flying in groups of two and four was practiced from 8 a.m. to 11 p.m. in fair weather.

During night flying, the runway was illuminated by a mobile searchlight which was switched on when the two red lights at the end of the runway went out the moment a plane came in for a landing.

20 March. From 8 a.m. to 5:30 p.m., MiG-15s made local training flights with extended landing gears. About 6 p.m., 28 MiG-15s were parked at the field. The weather was fair.

21 March. From 9 a.m. to 1 p.m., MiG-15s made 10-minute flights over the field with extended landing gears.¹

2. On 4 March, the sod was removed in the western portion of the field and the field was rolled. A sizeable number of concrete slabs was piled up at the loading ramp.

3. Air activity observed at the field from 28 February through 23 March included:
28 February. From 10 a.m. to 1 p.m., individual MiG-15s made local training flights in poor visibility.

8 March. From 9 a.m. to 1 p.m., individual flights were observed. There was a 7/10 overcast. Weather cleared up in the afternoon, when formation flying in groups of two and four was practiced. Both close-order and combat formations were seen. Searchlights were in operation when night flying was practiced by individual planes after 7 p.m.

9 March. No air activity was observed.

10 March. Individual flying was practiced in the morning, formation flying in groups of two in the afternoon. From 6 to 10 p.m. searchlights were in operation but no air activity was observed. In the morning, there was a 7/10 overcast.

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11 March. No flying was observed.

17 March. At 3:30 p.m., a MiG-15 took off. Subsequently, formation flying in groups of two and four was observed. The weather was fair.

18 March. After 4 p.m., several formations of MiG-15s were observed aloft. Twice two formations of four MiG-15s were observed assembling into line-abreast formation before landing at close intervals.

20 March. In the morning, MiG-15s flew circles over the field. Flying was resumed after 6 p.m.

23 March. Flying was observed about 5 p.m.¹

4. In March 1953 [redacted] the radio installation southeast of the field between Volbern and Kalkreuth was a PKV-45 DF station. The two wooden cabins observed south of the Volbern-Quersa road were being dismantled. According to a local farmer, the cabins had been used by road menders. A set rotating around its vertical axis was seen on the roof of a hangar and another set of undetermined type was observed on the adjacent roof.²

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5. While night flying was conducted, source observed a row of 14 lamps south of the runway. Obstacle lights were only seen atop of the smokestack of the paper-mill south of the field and at the DF station.

6. At 5 p.m. on 14 March, eight trucks towing canvas-covered guns proceeded in groups of four to the northern and southern sections of the field. On 15 March [redacted] three men observing the terrain from the AAA emplacement at the southern edge of the field. Some time later, about 30 men, apparently upon an order given, rushed to the guns of the emplacement. [redacted]

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7. On 12 March, a biplane flew circles over the field. A jet fighter took off. Other jet fighters were parked at the field. The aircraft revetments were being laid out with concrete slabs. [redacted]

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1. Comment. The headquarters of a fighter division and two fighter regiments are stationed at Grossenhain airfield. Due to the prolonged spell of fair weather during the period under review, there was heavy flying at the field just as at other airfields in East Germany. Training in formation flying was stressed. [redacted]

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2. Comment. [redacted] . The type of the radio equipment observed on the roofs of the hangars cannot be determined.

3. Comment. So far, only the AAA emplacement at the southern edge of the field had been occupied by 6 x 37-mm guns.

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